

Current Support Brief

CURRENT STATUS OF THE SALE
OF SOVIET HIGH-PERFORMANCE TRANSPORT AIRCRAFT
TO THE COMMUNIST COUNTRIES OF EASTERN EUROPE



CIA/RR CB 64-62

September 1964

CENTRAL INTELLIGENCE AGENCY

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CURRENT STATUS OF THE SALE
OF SOVIET HIGH-PERFORMANCE TRANSPORT AIRCRAFT
TO THE COMMUNIST COUNTRIES OF EASTERN EUROPE

Thus far in 1964 the inventory of Soviet-built high-performance transport aircraft of the civil airline fleets of the Communist countries of Eastern Europe* has been increased by 25 percent. This increase has resulted from the delivery of eight Il-18's. Two additional Il-18's, four Tu-124's, and one An-24 are on order, as shown in the Table. Increasing demand for new charter services within the European network, new international routes to be served, and more frequent service on regularly scheduled domestic routes within the Eastern European countries themselves account for this need of additional equipment.

1. Background

The need for a shorter range jet transport with lower seating capacity (44 seats in the twin-jet Tu-124 compared with 88 to 110 in the turboprop Il-18) and shorter takeoff and landing characteristics has been apparent in Communist countries for several years. In the USSR the designer A. N. Tupolev developed the Tu-124 as his answer to this problem, and the first prototype of this transport was flown in the summer of 1960. The Tu-124 has now been flying on the regularly scheduled domestic routes of Aeroflot for nearly 2 years. 1/ The An-24, a twin-turboprop, 44-passenger transport developed by Oleg Antonov and designed to operate from unimproved airfields, appeared on regular routes of Aeroflot in the latter half of 1962. 2/ The purchase of these types of equipment, which use nearly the same airfields as the older Il-14's and Li-2's, has been under consideration by the several East European airlines as a solution to requirements for expanding services.

There are several new international routes to be served by the longer range Il-18's, and, with the demand for more frequent local service, the need for high-performance transports from short range to medium range to replace the aging piston-engined transports becomes

* Albania has no civil airline, and there has been no indication that Yugoslavia, with high-performance transports from the Free World in its civil air fleet, has purchased any high-performance transports or has any plans for acquiring them in the future.

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apparent. With the Tu-124's or An-24's to be assigned to scheduled operations on internal routes and on the medium-range intra-Bloc networks, the older Il-14's still in service on some of the international runs could be released for assignment to internal routes, thereby replacing the fleets made up of the obsolescent Li-2 (the Soviet version of the DC-3).

2. Current Inventories

Of the 47 high-performance aircraft in service in the Eastern European airlines on 1 September 1964, all but 7 were Soviet-built. Of the seven non-Soviet planes in service, one -- a Bristol-Britannia leased from Cubana Airlines -- is operated by the Czechoslovak civil airline, CSA. The other six -- four Convairs and two Viscounts -- are operated by the Polish civil airline, LOT, which is actively trying to dispose of its Convairs to simplify its maintenance problems 3/ and possibly to obtain foreign exchange. Bulgaria has been negotiating for the purchase of British aircraft -- Britannias and Viscounts 4/ -- but was persuaded by both political and payment considerations to "buy Bloc."

Only seven Soviet high-performance aircraft are known to be on order as of 1 September 1964: (a) two Il-18's are scheduled for delivery, one to Bulgaria 5/ and one to Rumania 6/; (b) four Tu-124 models have been ordered, two for CSA 7/ and two for Interflug of East Germany 8/; and (c) Tass reported earlier this year that Rumania had bought one An-24 airliner at a price of \$1 million, including spare parts and technical equipment. 9/ There is no indication, however, that this plane has yet been delivered or is in use on any of the scheduled domestic or international flights of the Bulgarian civil airline, Tarom.

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Inventory of High-Performance Transport Aircraft
in the Civil Air Fleets
of the Communist Countries of Eastern Europe
as of 1 September 1964

Country	Inventory as of 1 January 1964			Acquisition of Il-18's as of 1 September 1964	Total Inventory as of 1 September 1964	On Order			Remarks
	Tu-104	Il-18	Other			Il-18	Tu-124	An-24	
Bulgaria		3		1	4	1			
Czechoslovakia	6	6	1 Britannia a/		13		2		One to be delivered in 1964.
East Germany		5		2	7		2		To be delivered in 1964.
Hungary		4		2	6				
Poland		3	4 Convairs b/ 2 Viscounts	1	10				Plans call for the purchase of new Viscounts and Tu-124's as well as the sale of Convairs.
Rumania		5		2	7	1		1	Delivery date unknown.
Total	6	26	7	8	47	2	4	1	

- a. One Bristol-Britannia is being leased by CSA from Cubana Airlines.
b. LOT is attempting to dispose of its Convairs.

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13 OCT 1964

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FROM : Chief, Publications Staff, ORR
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The dissemination required by
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Attachments:

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